

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 8:03 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 761 Const Calendar Day: 225 Date: 15-Jan-2013 Tuesday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 10:30 pm Break: 03:30 Over Time: 04:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM Below 40 12 PM 40 - 50 4PM 40 - 50**Precipitation** 0.00"**Condition** Sunny and coldWorking Day ☐ If no, explain:**Diary:**

Dispute

Work description.

- Today I was unable to check the progress of any work was being performed on the W2 transverse tendon cleaning, strand placement, stressing, and grouting operations. Pamela Gagnier who is assisting me with this operation reported the ABF laborers began to blow air and run a rabbit in the tendon ducts. Schwager Davis also mobilized some equipment and some strand packs on top of the W2 cap beam today.

- Began to prepare for surveying the points listed below by setting up targets and testing line of sight. Since the survey will be conducted on two different levels (E2 concrete cap beam and OBG top deck surface), control is limited and difficult which has to be preplanned extensively.

- Surveyed the following points to ensure that the E2 cap beam was properly locked in with the OBG at panel point 119 with the assistance of Parviz Jalali per the request of TY-Lin designer George Baker:

E-Line	W-Line
-----	-----
EPP118CL	WPP118CL
EPP119CL	WPP119CL
EPP120CL	WPP120CL
EPP118N	WPP118S
EPP119N	WPP119S
EPP120N	WPP120S
E2CL-South	E2CL-North

The two points labeled E2 are located on the chalk line set by ABF surveyors back in August of 2011 which are the center of the cap beam. The time of survey was from 8:30pm to 10:30pm where the ambient temperature was 46F under clear skies which yielded a steel temperature at WPP123S of 45F. Also it should be mentioned that the barometric pressure at the time was 30.44"Hg with a wind speed of 2mph from the Northeast direction.

04-0120F4 Bid Item: 064 0-000-000.064 INSTALL STRUCTURAL STEEL (BRIDGE)(PIPE BEAM)(HINGE A)

AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	JNM	CHARLES LANIER	8.00	2.00	0.00	10.00		<input type="checkbox"/>



Daily Diary Report by Bid Item

Job Name: 04-0120F4 **Inspector Name** Bruce, Matt **Diary #:** 761 **Date:** 15-Jan-2013 **Tuesday**

Ironworker	JNM	MATTHEW COCHRAN	8.00	2.00	0.00	10.00	<input type="checkbox"/>
Ironworker	JNM	JOHN ROCA	8.00	2.00	0.00	10.00	<input type="checkbox"/>
Ironworker	FOR	KELLY TULL	8.00	2.00	0.00	10.00	<input type="checkbox"/>
Ironworker	JNM	PABLO RAMIREZ	8.00	2.00	0.00	10.00	<input type="checkbox"/>
Ironworker	JNM	RIGOVERTO GARCIA	8.00	2.00	0.00	10.00	<input type="checkbox"/>
Ironworker	JNM	CARLOS BUSTAMANTE	8.00	2.00	0.00	10.00	<input type="checkbox"/>
Ironworker	APP	RYAN NASH	8.00	2.00	0.00	10.00	<input type="checkbox"/>
Ironworker	FOR	OBRA PAULK	8.00	2.00	0.00	10.00	<input type="checkbox"/>

Diary:

Dispute ☐

Work description. **064** 0-000-000.064

- The first order of work today was to bolt the restraint brackets at the following locations along the E-Line to prevent further movement of the pipe beam:

Pipe Beam	Diaphragm (East/West face)	Top/Bottom
-----	-----	-----
AE-South	B-East	Top
AE-North	B-East	Top

Myself and Smith Emery technician Brien Connolly were present at all times during the bolting operations of these first two pipe beam restraint brackets. The ironworkers were diligent about snugging the bolts from the center out to the ends. After this was done the 1/2 turn match mark was made on the bolt, nut, and steel ply.

While attempting to tension the bolts to a 1/2 turn a few bolts rolled even though there was an ironworker in the pipe using a knocker wrench to hold the bolt head. When this happened the ironworker tensioning the bolts would wait until the bolt "caught" or was "snug" and then watched the 1/2 turn marks on the hydraulic impact wrench before stopping. This occurrence cause some of the match marks to indicate that the 1/2 turn wasn't achieved. However it should be reiterated that myself and Brien watched the 1/2 turn.

Once the bolts on both restraint brackets were tensioned there were 6 of 20 bolts tested on the AE-South-Diaphragm B-East-Top restraint bracket. Similarly 9 of 20 bolts on the AE-North- Diaphragm B-East-Top restraint bracket were tested with the torque wrench set to 2400N-m. All of the bolts tested passed and a few after retightening. See photos below for more details on the matchmarks at these locations. It should be noted that care should be taken when applying tension to the A490 bolts and overstressing is a concern as well.

- The E-Line crew also placed restraint brackets for approval along the E-Line at the following locations today:

Pipe Beam	Diaphragm (East/West face)	Top/Bottom
-----	-----	-----
AE-South	A-East	Top
AE-North	A-East	Top

Instead of using the measurement taken on the diaphragm of the E-Line Hinge A pipe beam longitudinal position, today Andre used the gap on the bolted restraint brackets. Gaps of 10mm (South pipe) and 8mm (North pipe) measured by Andre were an average using shims to have the ironworkers use when placing additional restraint brackets today.

The E-Line crew continued to drill holes in both pipe beams and the W-Line crew spent the day drilling holes in the AW-North pipe beam.



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Job Name: 04-0120F4

Inspector Name Bruce, Matt

Diary #: 761

Date: 15-Jan-2013

Tuesday

Attachment



Tested bolts (blue marks) with the Smith Emery torque wrench where the matchmarks were not 1/2 turn due to the bolts rolling after snugging.



Match marks of the bolted restraint bracket at Hinge A pipe beam AE-North-Diaphragm B-Top-East where the bolts rolled after snugging.



Match marks of the first restraint bracket to be bolted at Hinge A pipe beam AE-South-Diaphragm B-Top-East where the bolts rolled after snugging.



ABF ironworkers beginning to cut the cross braces of the E-Line truss with a jacking bracket to resist unexpected loads.